



# THE DELAWARE AND HUDSON RAILROAD BULLETIN

*The  
D&H*

JUNE 15, 1930

IN GEYSER PARK  
SARATOGA SPRINGS

# IT'S YOU



*If you want to live in the kind of a town  
Like the kind of a town you like,  
You needn't slip your clothes in a grip  
And start on a long, long hike.*

*You'll only find what you left behind,  
For there's nothing that's really new  
It's a knock at yourself when you knock your town,  
It isn't your town, it's you.*

*Real towns are not made by men afraid  
Lest somebody else gets ahead.  
When everyone works and nobody shirks  
You can raise a town from the dead.*

*And if while you make your personal stake  
Your neighbor can make one, too,  
Your town will be what you want to see,  
It isn't your town—it's YOU!*

—SPRINGFIELD REPUBLICAN.



*"The  
D.H."*

The  
DELAWARE AND HUDSON RAILROAD

CORPORATION

## BULLETIN

*"The  
D.H."*

Vol. 10

Albany, N. Y., June 15, 1930

No. 12

## Agent Also Champion Cyclist

*Former Saratoga Division Operator Covered Many Miles On His Bicycle*

TO those who can remember the day when the automobile was spoken of as a "dangerous new-fangled contraption", it is almost unbelievable that, as census figures prove, there is now a car for every five persons in this country. Yet, not many years ago the bicycle was considered the "latest thing" for the individual. There were as many if not more bicycles then than there are automobiles to-day. The price range of from \$50 to \$100 was within the means of the average person provided he or she really wanted to practice the thrift necessary to purchase the much to be desired "wheel", especially as the operating cost was practically negligible.

The forming of bicycle clubs was very common at that time. A number of cycling enthusiasts in a town or city would band together, both to enjoy themselves as a group and to compete with other clubs in the same city. The more famous clubs were represented in inter-city, interstate, and national races.

One of the most prominent riders of bicycling days in Troy and vicinity was a Delaware and Hudson man, EDWARD GALLICO, now pensioned, formerly Ticket Agent and Telegrapher at Green

Island. He is well known to the many employees on the Saratoga Division, particularly in Troy, Green Island, and other nearby points, whose terms of service include any or all of the 54 years between 1875 and January 1, 1929.

MR. GALLICO first felt the urge to become a railroader at the age of twelve while living in Troy. "My first railroad job," he says with a smile, "was messenger boy in the old Troy depot. I worked there because it was so interesting as to make a fellow want to work without pay. You see I was too young to be hired, but they had no objections to my running errands for nothing!"

In that way the lad gained his early experience at railroading. Two years later, at the age of fourteen, he was hired as messenger by Superintendent Theodore Voorhees. For nearly two years the boy carried messages for the Superintendent, Train Dispatcher, and others,

through the depot, yards, and frequently to Green Island, which at that time was one of the main terminals on the system.

During his spare moments young GALLICO was taught the telegraph code by Chief Train Dispatcher S. S. Colton. When, after a few short



EDWARD GALLICO

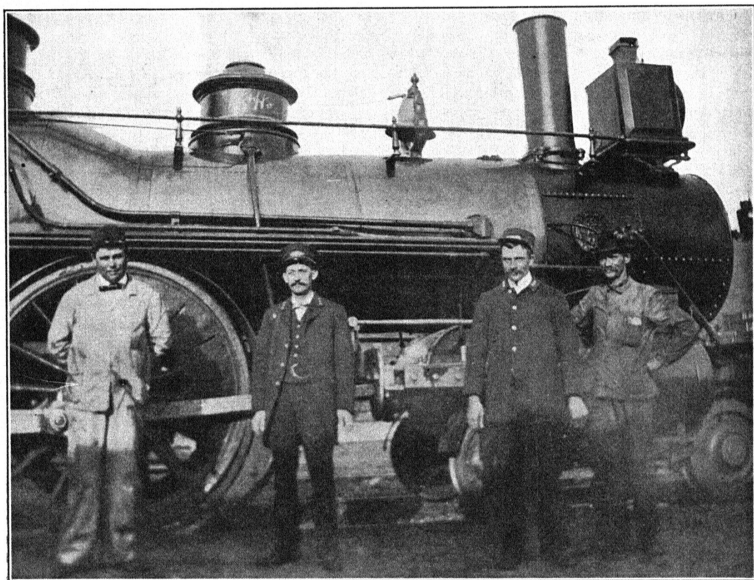
years in Troy, the position of Assistant Agent at Middle Granville was open, he was selected to fill the vacancy. For two years he continued at that point learning the duties of the station agent. Mr. GALLICO was then recalled to the Division Office to serve as relief operator and agent at various points. In 1881 he became Ticket Agent at Green Island, which position he held until his retirement on January 1, 1929.

While working at that point Mr. GALLICO came into daily contact with people of all ages and occupations. In his younger days, as stated before, he was a prominent bicyclist. At one time he was captain of the club known as the Lyceum Wheelmen and participated in many long runs.

Then it was customary for the young people to spend many happy Sundays and holidays on

(Continued on page 189)

## *Crew of "Patriotic Special," June 14, 1900*



THE four men shown in the accompanying illustration, standing in front of the old "four-wheeler" Number 412, formed the crew of the special train which carried a party of the Society of Colonial Wars and Sons of the American Revolution on their trip to Crown Point, Ticonderoga, and Lake George, then known as Caldwell, to visit famous battlegrounds of the Colonial and Revolutionary wars, just 30 years ago.

On this trip these patriotic organizations dedi-

cated tablets at Crown Point and Ticonderoga, the latter commemorating the sensational capture of the fort by Ethan Allen. The party then continued over land to Lake George to visit the site of Fort William Henry while the train was sent south to Saratoga Springs, thence over the Adirondack Branch to pick them up for the return trip.

The men shown are, left to right: ENGINEMAN J. CAMPBELL, CONDUCTOR D. J. DOWNEY, TRAINSMAN F. L. GREEN, and FIREMAN A. TUCKER.



## *Saratoga, Old and New*

*Historic Region With its Healing Springs and "Sport of Kings" is Destined to be One of America's Great Summer Resorts, According to Plans*

THERE is perhaps no city on our lines with a more colorful past or brighter prospects for the future than Saratoga Springs, "Queen of American Spas". From earliest times the locality has played an important part in American history. Before the coming of the white man the surrounding heights and plains were the battlegrounds of the Six Nations. Later on it was here that Burgoyne's splendidly equipped army laid down its arms after the two decisive battles of Saratoga. More recently, with the development of the mineral springs and the race track, it became one of the nation's most fashionable summer resorts.

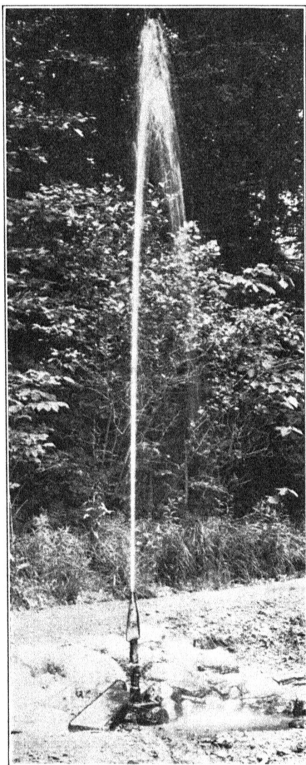
Today Saratoga Springs stands on the eve of a period of development intended to make it the leading health center of the country and equal if not superior to any similar watering place in the world. With the passage of the Brown-Porter bill by the New York legislature, placing \$1,000,000 at the disposal of a commission of seven men, headed by Bernard M. Baruch, a seven-year program of building and improvement of existing bath houses, pavilions, and other equipment was commenced.

Behind these plans for the Saratoga Springs of

the future, however, lies a most interesting story of the chance discovery of this unlimited supply of mineral water, the wars, massacres, and other events which attended the gradual settlement of the region, and finally, of the city which today is the summer home and playground of thousands of people from all parts of the country.

The first white patient to be healed by Saratoga mineral waters was Sir William Johnson, the British soldier and friend of the Indians. Sir William was severely wounded by a bullet which pierced his thigh in the battle of Lake George September 8, 1755, when he decisively defeated the French under Baron Dieskau. The ball was never removed and in the years which followed he suffered greatly from the wound. Inasmuch as medical aid had to be summoned either from New York City or Albany, and as Sir William was continuously in action, he was never able to have the injury properly treated.

During one of these painful attacks, while he was resting near the present site of Johnstown, N. Y., his Mohawk allies thought of their "Medicine Waters of the Great Spirit". For years these waters, which bubbled up through the ground in a valley many miles to the north, in a



Ravine Spouter, Geyser Park

## *The Delaware and Hudson Railroad Bulletin*

great triangle formed by the Champlain-Hudson and Mohawk valleys, had been held sacred by the Indians. Here friend and foe alike came in peace to drink and worship the Great Manitou because, for some strange reason, those who were ill and wounded were healed when they drank and bathed in the cold, clear waters of the springs.

At last, after a most solemn council of chiefs, he was told that they would take him to this mysterious place where he would be healed. The ailing white man was carried by boat and litter past the present site of Schenectady, thence northward through the forest to the "Medicine

Schuyler about the spring; he in turn invited George Washington to pay a visit to Saratoga Springs.

Old Saratoga, now Schuylerville, located on the banks of the Hudson approximately twelve miles east of the present city of Saratoga Springs, became the scene of many struggles between the French and English and their various Indian allies. The French, pushing southward from Montreal were invariably aided by the Iroquois, while the English, in possession of the more southern settlements found ready allies among the Mohawks who considered this region their private hunting grounds.



Hayes' Well Fountain and Geyser Brook, Saratoga Springs

Waters". After obeisance had been made to the Great Spirit, the White Brother, "Warraghiyaghy", was permitted to drink from and bathe in the spring. For four or five days he lay in a rude shelter of birch trees made by the Indians, drinking and bathing regularly. Strangely enough, the pain left his wound and his health improved rapidly.

Here the deer came to drink, attracted, as Sir William surmised, by the mineral content of the waters. This was therefore the favorite hunting ground of the Mohawks who were able to take animals in great numbers. Before he was completely cured, Sir William was called away on a military expedition, yet on the return trip he was able to ride his horse and even to walk part of the way. Sir William later told General

In 1690 the French and Indians swept through the territory on their way to murder the sleeping inhabitants of Schenectady. The same year Major Peter Schuyler built a blockhouse at Saratoga, adjacent to a ford in the Hudson River, from which point a great number of military expeditions set out to raid the southern French outposts along Lake Champlain.

The first white owners of a part of Saratoga were some Dutch merchants headed by Schuyler, who in 1684 bought a strip of land six miles wide on either side of the Hudson from Mechanicville north to the neighborhood of Fort Miller. This patent, however, did not include Saratoga Springs, for the early settlers valued only the lands on either side of streams and lakes, then the sole highways in the virgin forests. The land

containing the springs was long the subject of dispute between the Indians and the whites, the former contending that they had never meant to sell their great hunting ground, but only a farm upon it. It was not until 1768 that it finally became the undisputed property of the white men.

In 1693 Governor Frontenac of Canada set out to retaliate upon New York for Peter Schuyler's raids by striking a blow at the Mohawks. A party of 600 French and Indians, therefore, traversed Lake Champlain and, avoiding the blockhouse at the ford at Saratoga by crossing the Hudson above Glens Falls, pushed through what is now Wilton and Greenfield to surprise the Mohawks.

There is an old legend to the effect that Frontenac, on this expedition, intended to go by way of Saratoga Lake with the intention of taking a large party of Mohawks who were then there on a hunting trip by surprise. While yet a day's march from the Lake, two Huron braves deserted the count to warn the Mohawks in appalling terms. The Mohawks held a brief council to seek the advice of Thurensa, their aged chief, so old, in fact, that he had to be carried on a litter. After listening to the fearful description of the enemy's forces, Thurensa advised his braves to burn their village and flee for their lives, leaving him alone to detain the count. At first the Mohawks objected; they considered themselves the mightiest of all the Indian tribes and fearful of no one. They agreed at last, however, and after firing their tepees, made off through the forest.

When Frontenac and his braves saw the smoke rising from the burning village, they pushed forward eagerly, expecting to make short work of their arch enemies. Upon reaching the scene of the deserted camp to find only one aged Mohawk seated with his back to a tree, they were frantic with rage. When they found that they could

force no information from his lips, Frontenac's Indians, with his permission, were about to slay the old man. He begged them, however, to torture him so that he could "show a cowardly Frenchman how to die." He merely scoffed at their attempts to make him cry out, and continued to taunt them as they applied their most horrible modes of torture.

With his last words he uttered a most unusual prophecy concerning the future of French rule in America. He told Frontenac that a greater and braver force of white men would drive him from the Mohawks' hunting grounds; that the English would build homes as numerous as the Indians' tepees where he was then being tortured; and with a final seathing denunciation of their cowardice for torturing an aged man, the Mohawk chief passed on. Strangely enough Saratoga Springs now stands where this prophecy was made.

Peter Schuyler followed fast on the heels of the invaders when they retreated from their work of destroying the deserted Mohawk villages. He overtook them near an old Indian pass over the Palmetton Mountains and gave them battle almost within sight of Saratoga Springs. The defeated French and Indians made

their escape after the battle by crossing the Hudson on a cake of ice which happened to be wedged in a bend in the river.

From then until 1745, a series of posts was established along the route to Fort Edward to protect the English from the French and Indians. In that year, despite their fortifications, the Canadians and Indians pushed southward to massacre the inhabitants of old Saratoga. In all thirty people were killed and the remainder, 60 in number, were carried into captivity.

Another fort was built on the site of the first and two years later the French and Indians invaded the territory the second time. The Eng-

(Continued on page 189)



"King" Hendrick and Sir William Johnson

## Colonel Waterbury Inspects Delaware

*Officer Commends Department on its Splendid Appearance and Condition of Equipment; Colonel*

SEVERAL new features were introduced into the Annual Inspection of the Delaware and Hudson Police Department, which was held this year on May 22nd at the 10th Infantry Armory, Albany. MAJOR F. A. THIESSEN, Chief of Police, formed a provisional battalion of three companies, a machine gun section and a medical department detachment. In addition to their standard equipment, the first company was armed with riot guns, thereby transforming it into a rifle company.

The detachment of machine gunners, armed with Thompson sub-machine guns, and the medical section, both under command of LIEUTENANT T. J. CARRICK, were the outstanding additions to the force during the past year.

A considerable gallery composed of heads of the various departments was on hand as the guard of honor, Company A, presented arms upon the entrance of the inspecting party.

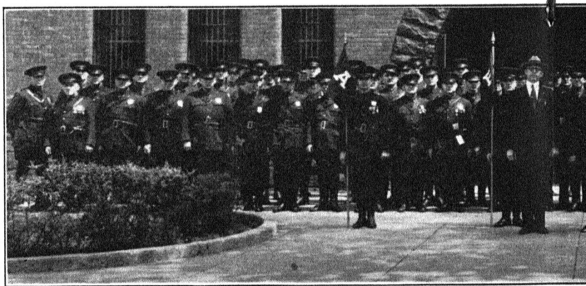
Lieutenant Colonel F. M. Waterbury, Ordnance Officer, 27th Division, N. Y. N. G., made the inspection, his staff comprising COLONEL J. T. LOREE, MR. W. W. BATES, and MAJOR OGDEN J. ROSS.

The program opened with a battalion review tendered to Colonel Waterbury immediately preceding the inspection. Each gun and pistol was critically examined by the inspecting officer and the personal appearance of every man in the forma-



Machine Gun Detachment

tion was closely scrutinized. Several men were questioned as to the handling and nomenclature of parts of their weapons, but experienced no difficulty in answering satisfactorily. The machine-guns were "stripped", parts named, and



## *Delaware and Hudson Police Battalion*

*Colonel Loree Presents Taber-Loree-Collins Cup for Marksmanship to Patrolman B. R. Masko*



Stretcher Bearers

then re-assembled, at the command of the inspecting officer.

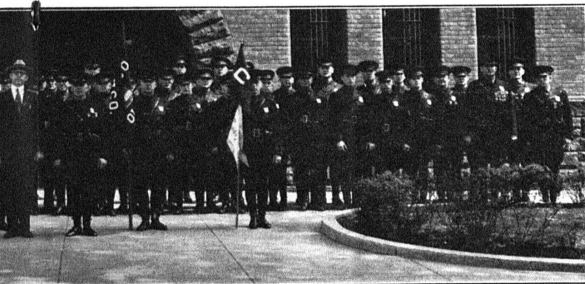
Upon the conclusion of the inspection the companies were formed in a hollow-square with the members of the rifle and pistol teams in the cen-

tred to enter the national competition at Camp Perry next fall where they hope to give a good account of themselves.

Colonel Waterbury spoke briefly commending the men on their excellent appearance and upon the fact that all revolvers were in 100% condition. In speaking of the work of the rifle and pistol teams he said, "Every man ought to be proud to shoot well with the weapon with which he is armed."

The presentation of the cups being completed, the program concluded with a battalion parade. The men were then dismissed to return to their various posts along the line.

The guidon annually awarded to the company showing the greatest proficiency passed from Company C, winners of last year's competition, to Company A.



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The

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Delaware and Hudson Railroad  
CORPORATION  
BULLETIN

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No. 12

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### *Danger in Radio Sets*

OWNERS of power operated radio sets, (and "Handy-Andys" who may try to repair or experiment with someone's set) should read the following warning appearing in The Detroit Edison *Synchroscope*:

"Several persons have suffered very severe electric shocks while experimenting with or attempting to service A. C. radio receiving sets. This hazardous condition, which recently resulted in the death of an owner who attempted to attach a dynamic loud speaker to his set, arises from the tendency in the design of modern broadcast receivers to increase the plate voltage supplied to the power amplifier to higher and more dangerous values. In one of the popular receivers now on the market, the plate current supply transformer develops a no load voltage of 1400 volts.

"Disconnecting the wall plug from the convenience outlet before servicing or experimenting with a radio set reduces the hazard in that the source of current to the receiver is removed. But even with the current off, there is a possibility of obtaining a severe electric shock from the energy which is stored in the filter condensers. Most sets have provision for discharging these condensers—but not all. If such provisions are not made in your set, these condensers may retain a 'static' charge for several days and deliver enough energy upon contact with the body to produce a very severe shock.

"Employees are urged to guard against this hazard when experimenting with or attempting to service their radio receiving equipments."

### *Just Try This*

THE value of a good posture is two-fold", says Dr. Shirley W. Wynne, health commissioner of New York, "it has both an esthetic and a physical value. When a man has a good posture he is apt to be both healthy and happy. When a man stands erect and straight he gives the aspect of being proud and courageous in his contact with the world. Timidity, fear and a feeling of inferiority are expressed by the cringing attitude of the slouch."

Old stuff, of course. We have been told that since childhood and now Dr. Wynne is trying to impress upon parents the importance of correct posture in children. Too much emphasis cannot be put on posture. It has a vital effect on health and it has an effect too on the mind and its operation, and its psychological influence cannot be denied.

When you sit erect at your work or when you stand erect you feel better physically and mentally and your spirits are better. You give your lungs plenty of opportunity for breathing freely and you are not crowding your stomach. Correct posture in the army is not insisted upon without good reason.

Try this sometime and you will note its good effect. Straighten up, throw your shoulders back. When you are tired at your desk, straighten yourself, bend forward from the hips instead of from the middle of the back. You will find that this gives you a new impetus and you will find you can work better.

If you are tired and listless and life lacks interest, correct your posture. You will find it worth while.—*Albany Evening News*.

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God created the most wonderful machine on the face of the earth when He created the human body. But God did not establish a spare part department. When an eye or limb is lost, it is gone forever!

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One of the rarest virtues in the world is that of punctuality. There are some people who have no regard whatsoever as to time. They not only waste their own time, but everybody else's whom they come in contact with. Punctuality is merely a matter of education, and when people find out that anyone conducts his affairs on time, they will adapt themselves to this condition. There is no place for the laggard in modern society.

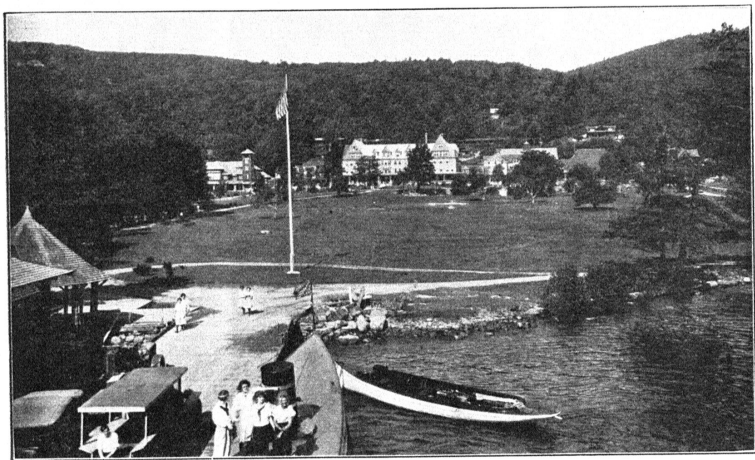


## *A Vacation Suggestion*

*Something New Offered Foremen and Other Supervisors Who May Combine  
Pleasure and Profit at Silver Bay Institute, August 19th-27th*

**T**O many of our readers Silver Bay on Lake George is well known. Situated in one of the most sightly locations on this beautiful body of water it possesses an ideal environment for rest and recreation. For a number of years this delightful spot has been the scene of meetings and conferences of all sorts and descriptions. More recently, under the auspices of the Y. M. C. A. a series of Industrial Conferences were conducted.

That the need for such a course of training is recognized by industry is indicated by the support which the Silver Bay Institute has received. In addition to our own company, The Tidewater Oil Company, American Telephone and Telegraph Company, Standard Oil Company of New Jersey, New York Central Lines, Union Carbide Company, United States Rubber Company, and many others are co-operating in the project.



Silver Bay From the Dock

This year an independent organization, The Silver Bay Association, has taken complete charge of the plant and will conduct an Industrial Leadership Institute there for eight days, August 19th-27th, inclusive. The purpose of this course is to help foremen and other supervisors and executives to better handle their problems, particularly as the "human factor" enters into them. Several outstanding men who have had wide experience in this sort of work have been secured as the faculty to direct the various groups which will be formed.

As to the actual value of the course to the individual it is best, perhaps, to simply quote a few of the questions which have already been selected for discussion—there is a definite plan worked out far in advance of the meetings:

1. What does co-operation really mean to a supervisor? How can it best be developed?
2. To what degree should a supervisor personally train his men?
3. How should carelessness be dealt with? How can safe practices best be established?

Perhaps you can answer all of these questions; perhaps only one or two. Then again the other fellows may have some good ideas about them, too, that may start you thinking along different lines. That's the big advantage of getting out among other folks now and then and exchanging ideas.

The cost of the course is \$10.00. Living expenses, for room and board are \$3.00 a day and upward depending upon the size of the room. (The organization makes no profit whatever on the undertaking.) Consequently the Silver Bay

Institute offers a very profitable, delightful, and economical vacation.

Recreation in the form of baseball, tennis, swimming, boating, volley-ball, mountain climbing, motion pictures, etc., is available to all who attend the conference.

Further information may be obtained from Mr. Charles R. Towson, President, Silver Bay Association, 347 Madison Ave., New York City, or from the Supervisor of Publications, The Delaware and Hudson Railroad Corporation, Albany, N. Y.



Silver Bay Hotel

#### *In Grave Danger*

The lecturer was a geologist and chose Niagara Falls for his topic. He told the audience about the geological formation of the Falls, described the different periods to be traced in the gorge, and then went on to say that the Falls were slowly wearing back toward Buffalo, and that in the course of time, some 200,000 years, they would have worn back to Erie, Pa., and that town would be left high and dry.

Suddenly one woman in the audience began to sob convulsively.

"What's the matter?" asked the woman next to her.

"Oh," wailed the distressed one, "my sister lives in Erie!"

#### *Jessie is Dead*

AFTER devoting four years of her bovine life to the cause of vitamin and bacteriological research, Penstate Homestead Jessie, the famous cow with the window in her stomach, is dead. A small window was made in Jessie's rumen or first stomach. This gave the experimenter an opportunity to observe the body processes by "standing on the outside looking in the inside," and actually analyzing chemically and bacteriologically the contents of the stomach.

That a cow can manufacture her own vitamin B in her rumen is one of the experiments made possible by Jessie. Experimental animals lived on vitamin-B-free food which had passed through Jessie's rumen. Researchers also discovered that 90 per cent of the bacteria in her rumen were a

variety not previously isolated. Other bacterial studies in which Jessie figured prominently had been started just before her demise.

Penstate Jessie was perhaps the best known cow in the world during the time she made her contributions to science. She was featured in more newspaper stories than any other phase of college activities, according to a report made to the National Dairy Council. Scientists from all over the world requested information concerning Jessie's role in the results obtained. Thousands of curious spectators visited the college to take a peek through the window in Jessie's rumen.

#### *Agent Champion Cyclist*

(Continued from page 180)

their "wheels". Parties were made up and the bicyclists made excursions to other cities and towns. Some of the more popular destinations for such parties were Saratoga Springs, Lake George, Whitehall, or Rutland, stops for meals being made at hotels en route. The groups varied in number up to 40 or 50 persons. On most occasions only the male "peddlers" made the trip; however, when the destination was not far distant, lady friends were invited to join the party and bring basket lunches along.

Then too, before the automobile came into common use, excursions by train were very popular with the public. Green Island and Troy, being connecting points between the Delaware and Hudson lines and the Boston and Maine, Rutland, and New York Central Railroads, were constantly called upon to handle excursionists. Residents of New York City made frequent week-end trips to Saratoga Springs, Lake George, and other summer resorts in Delaware and Hudson territory.

Those living on the northern parts of our lines likewise enjoyed excursions to the metropolis. Inasmuch as the locomotives had to be changed at Green Island, that station came to be a sort of a resting point for rail travelers. Mr. GALLICO therefore handled a large number of tickets, train orders, etc., during his years at Green Island.

When, after nearly 53 years in Delaware and Hudson employ, it was learned that Mr. GALLICO would retire, a day of celebration was planned for him by his fellow employees. Throughout his last day on duty scores of train and yard service men called at the ticket office to congratulate their friend. When his duties of the day were completed, he was greeted with the clanging of locomotive bells and the shrieks of whistles throughout the yard.

Mr. and Mrs. Gallico now reside in their home at 2518 Fifth Avenue, Troy. He is the father of Dr. J. Edward Gallico, a well known dentist in Troy and George Gallico, a graduate of Rensselaer Polytechnic Institute, now associated with an architectural engineering concern in New York.

#### *Saratoga, Old and New*

(Continued from page 183)

lish who were in charge of the fort were surprised one day to see two Indians appear at the edge of the clearing. Several shots were fired and the braves dropped as if wounded. A few moments they lay there, then both struggled to their feet as though attempting to crawl into the forest. The English, lured from the fort by their desire to capture them, were led into an ambush of French and Indian troops, and again a great number of English were killed.

(To be continued)

Mother—"Jessie, the next time you hurt kitty I am going to do the same thing to you. If you slap it, I'll slap you. If you pull its ears, I'll pull yours. If you pinch it, I'll pinch you."

Jessie (after a moment's thought)—"Mamma, I'll pull its tail."—*Judge*.

#### *Buying Labor*

THE right price is not what the traffic will bear. The right wage is not the lowest sum a man will work for. The right price is the lowest price an article can be steadily sold for. The right wage is the highest wage the employer can steadily pay.

But buying labor is just like buying anything else—you have to make sure that you get your money's worth. Every time you let a man give you less than full value for the wage you pay him, you help to lower his wage and to make it harder for him to earn a living. You can do a man no greater injury than to allow him to "soldier" on his job. The reason ought to be plain. The less work a man does, the less purchasing power he creates, which means a lessened number of people to ask for his services.—*Henry Ford*.

### Railway Across Sahara?

**A**N electric railway may be built across the Sahara Desert. The line would be enclosed in a tunnel.

"Free from the movement of the shifting surface, the electric railway proposed would run in its tube, sometimes under miles of sand mountains and at other times standing high out and poised on the piling, exposed to the changeable gales that bring sandstorms," the Jacksonville, Fla. *Times Union* says. "It is declared by engineers that the plan is practical, but also very expensive. For years and years engineers have tried to stabilize the desert sands, by planting trees and erecting barriers. The trees have been burned by terrific heat and the barriers buried under millions of tons of sand.

"A committee which included the former president general of Morocco, with Nigeria and Congo experts, met in Paris recently and discussed the possibilities and probabilities for a trans-Sahara railway. Paul Remy, an engineer, offered the tube plan, for an electric railway, and it is being considered. Besides overcoming the obstacles that the shifting sands presented it was claimed that the tube would offer comfortable traveling, because the tunnel, when under the sand, would be cool. It was not mentioned how warm it would be when the subway temporarily became an elevated road; but these are mere details. It was also indicated that irrigation projects could be added to the railway route, when undertaken, and telephone and telegraph cables, carried with or in the tube, would be less liable to derangement or destruction.

"An idea occurs that some passengers would desire to get out half way across the sandy desert; but there would appear no way to oblige them regularly at least. The desert, it should be added, is not all of shifting sands. A large part

of the Sahara is composed of stony ground and rock. Ordinary construction work will answer very well in these portions of the route. The heretofore unsurmountable obstacle has been the area of loose, fine sand, which constantly moves about and makes new hills and valleys in an hour, without notice or warning."—*The Commonwealth*.

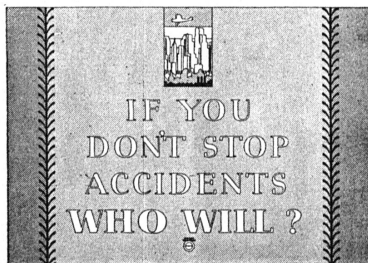
### Declining Passenger Revenues

**W**ITHIN the last ten years," says the *Railway Age*, "the passenger revenues of the railways have declined from 22.7 per cent to 13.7 per cent of their total earnings. This means that in the last decade there has been a drop of 40 per cent in the relative importance of railway passenger traffic as a source of operating revenues.

"In 1894, passenger traffic produced \$26.60 and freight traffic \$65.20 out of each \$100 of revenues earned by the steam lines, the remaining \$8.20 being derived from the so-called auxiliary services—mail, express, etc. These figures represented, relatively, the highest proportion of revenues ever produced by the passenger service and the lowest proportion ever produced by the freight service for the entire period for which information is available.

"Minor changes occurred in these figures until 1919 but since that year changes have been swift and drastic. From producing, in 1919, \$22.70 out of each \$100 of gross earnings, the proportion of such earnings produced by passenger traffic amounted to only \$13.70 in 1929, the lowest relative figure ever reached. In the meantime, freight traffic, from producing \$69.00 out of each \$100 of gross revenues in 1919, yielded \$76.90 in 1929, this latter figure being the highest ever reached.

"The drop from \$26.00 out of each \$100 of revenues in 1894 to \$13.70 in 1929 as the proportion of gross railways earnings derived from passenger traffic is a relative decline of 48 per cent in the importance of such traffic. The marked effect of competition upon railway passenger traffic can be the only explanation. This is supported by the fact that the bulk of these relative passenger losses have occurred in the past ten years, accompanied, since 1920, by actual losses as well. One effect of the losses of passenger traffic has been, of course, to make necessary larger freight earnings than otherwise would have been necessary. In 1929 the loss of passenger earnings under 1920 was equivalent to a nine per cent reduction in freight rates."



## Clicks from the Rails

### Icing Problem Solved

The old system of icing dining cars at passenger terminals by the pail and ladder method, with its accompanying dangers of falling ladders and ice, was recently replaced on the New York Central Lines by an electrically operated truck of 6,000 pounds capacity, equipped with an elevating platform. With the new truck, the ice is loaded on a platform a few feet above the ground. Upon arriving at the dining car, the platform is raised along two upright rails to the height of the car roof, from which point it can be placed in the bunkers without fear of an accident. In addition to eliminating the dangers presented by the old system, two men can now do 75 per cent more work than six could do formerly.

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### Caesar Banned Parking

No less a personage than Julius Caesar was the first man to cope with the parking problem, according to a recent issue of *City Builder*. The great emperor is said to have personally realized that the parking of chariots and other vehicles of the era tended to hurt business in Rome. Accordingly Caesar issued an edict forbidding vehicles to enter certain streets in Rome during business hours. Similar regulations were later put in effect in other cities of the Roman Empire.

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### Railroader Has Large Family

James C. Murray, section laborer on the Missouri Pacific, enters the competition for large families. He and his wife, who is only 40 years old, are the proud parents of 18 children, 16 of whom are living. While some sectionmen of other railroads may have larger families, Murray claims that they could not have healthier children.

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### Match King Once Railroader

Railroaders leaving the service sometimes arrive at queer posts. Ivar Kreuger, once a lineman for an American road, is now the head of the international match trust, with headquarters at Stockholm, Sweden, and is rated not only as one of the wealthiest men in Sweden, but in all of Europe as well.

### Ticket Printing Machine

The German State Railway has installed 1,650 ticket-printing machines in its more important ticket offices. These machines can be adjusted with a movement of the hand to print any ticket required, including the price. The railway now sells one billion tickets yearly.—*Transportation News*.

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### Railroader a Crack Shot

John W. Thomas, an Illinois Central employee, is a crack shot with both pistol and rifle. Mr. Thomas recently won the pistol-shooting contest of the Louisiana Peace Officers Association, scoring 92 out of a possible 100. He holds the world's record for rapid firing with a rifle, and possesses five cups, and eighty-two medals won in various shooting contests. He was a member of the United States Marine Corps for more than sixteen years.

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### Waste Paper

Two hundred tons of waste paper were gathered from the passenger cars and station platforms of the Interborough Rapid Transit Company, New York City, in a single month recently. A work train is used nightly to pick up the waste paper after it is baled.—*Railway Age*.

### Roller Bearing Coal Cars

The Pennsylvania, in collaboration with the Timken Roller Bearing Company, has equipped 100 steel hopper cars of 70 tons capacity with roller bearings, to determine the resistance of these cars as compared with those using the standard friction bearings. The cars, which have been put in service on a run between Cresson division points and the eastern seaboard, will soon be taken to Trinway, Ohio, where they will be tested under varying conditions of temperature, grade, and speed.

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### A Veteran Locomotive

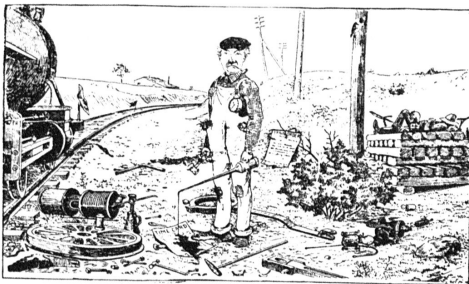
A locomotive owned by the Southern Railway of England, claimed to be the oldest passenger engine still in service, has travelled 1,500,000 miles in 66 years and runs regularly on the line between Brading and Bamberidge, Isle of Wight.

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### Fastest Railroader

The Illinois Central has a sprinting marvel in the person of Emmett Toppino, clerk at New Orleans, La. Toppino recently did what only four other humans have been able to do, by running 100 yds. in 9.6 sec. This feat broke the Southern Amateur Athletic Union record of 9.8 sec, which had stood for more than 30 years.

## The Good Old Days!



— New Zealand Railways Magazine

### *Promotion*



PROMOTION comes to him who  
sticks

Unto his work and never kicks.  
Who watches neither clock nor sun  
To tell him when his task is done;  
Who toils not by a stated chart,  
Defining to a dot his part  
But gladly does a little more  
Than he's remunerated for.

*Edgar A. Guest.*